

TRAFFIC SIGNAL SERVICE
SCHEDULE TSS-16

AVAILABILITY

This Schedule is available for electric service supplied for the operation and illumination of traffic signals installed along public and private highways where Company has an existing secondary distribution line.

INSTALLATION

The Company, for each signal or group of signals operating from one controller, will make its connection to Customer's service wire at a point one foot below the lowest support, carrying existing 120/240 volt conductors, or the equivalent, on the nearest pole. Customer will furnish, install, and maintain all service wires, fixtures, and other necessary equipment, including lamps and lamp renewals, for the installation and operation of all traffic signals.

TYPE OF SERVICE

Alternating current, 60 hertz, single-phase, 2 wires, 120 volts nominal.

DEFINITIONS

A One-way Signal is a signal with only one face which can be seen from only one approach. A Multi-Direction Signal is a signal with more than one face, each of which can be seen from only one approach.

MONTHLY RATE

TYPE OF SIGNAL	With Lamps of 70 Watts or less(1) <u>Operating for a Maximum Day of</u>		With Lamps of 150 Watts or less <u>Operating for a Maximum Day of</u>	
	<u>16 Hours</u>	<u>24 Hours</u>	<u>16 Hours</u>	<u>24 Hours</u>
Blinker Signal with				
One Lamp.....	\$ 1.62	\$ 2.28	\$ 3.23	\$ 4.35
One-way Signal with				
One Lamp.....	2.09	2.84	4.49	6.38
Two Lamps.....	2.65	3.61	5.70	7.79
Three Lamps.....	2.95	3.84	5.85	8.12
Four Lamps.....	3.72	4.98	8.09	11.09

- (1) When a customer elects to install a lamp of 120 watts or less, in lieu of 70 watts or less, in the red cycle of a One-way Signal with two or more lamps, then the rates for all One-way Signals with two, three, or four lamps will be increased by \$0.77 and \$0.96, respectively, for 16 hours and 24 hours of operation.

Multi-Direction Signal

The rate for a Multi-Direction Signal is the sum of the applicable One-way Signal rate for each face of the Multi-Direction Signal.

Minimum: The amount computed under the above rates but not less than \$9.10.

FUEL AND DSM/EE ADJUSTMENT

Fuel and related environmental costs as set forth in Rider No. 39A and demand side management and energy efficiency costs as set forth in Rider DSM/EE-2 are included in the above charges and are subject to adjustment by order of the Public Service Commission of South Carolina. The rates applicable under Rider DSM/EE-2 are provisional and are therefore subject to true-up with interest upon further review by the Office of Regulatory Staff and the Public Service Commission of South Carolina.

SALES AND FRANCHISE TAX OR PAYMENT IN LIEU THEREOF

To the above charges will be added any applicable South Carolina sales tax, and for those customers within any municipal or other local governmental jurisdiction, an appropriate amount to reflect any franchise fee, business license tax, or similar percentage fee or tax, or charge in lieu thereof imposed by such entity.

PAYMENTS

Bills are due when rendered and are payable within 15 days from the date of the bill. If any bill is not so paid, the Company has the right to suspend service in accordance with its Service Regulations. In addition, effective on and after January 1, 1989, any bill not paid on or before the expiration of twenty-five (25) days from the date of the bill is subject to an additional charge of 1.5% per month as provided in Rule 103-339(3) of the Rules and Regulations of the South Carolina Public Service Commission.

CONTRACT PERIOD

The Contract Period shall not be less than one year.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Service Regulations of the Company on file with the state regulatory commission.

Supersedes Schedule TSS-13

Effective for bills rendered on and after July 1, 2010

SCPSC Docket Nos. 2010-001-E, Order No. 2010-456 and 2010-161-E, Order No. 2010-455